

ON TO 2050

STP Shared Fund Update

Bicycle and Pedestrian Task Force
September 26, 2018



What is STP?

- **Surface Transportation Block Grant Program**
Federal funding distributed to states, a portion of which is suballocated to MPOs
- **One of the most flexible of federal transportation funding sources**
- **CMAQ and TAP are separate funding sources with different eligibility rules. Changes to STP do not affect CMAQ and TAP**



What is STP?

- **Revised agreement between Councils and Chicago for distribution and use of STP funds executed in October 2017**
 - Established Shared Fund and STP Project Selection Committee
 - Calls for Active Program Management
 - Shifts focus of funding distribution to needs/performance based
 - Emphasizes desire to "Make large and lasting contributions to regional priorities"



What is STP?

▪ **STP Shared Fund**

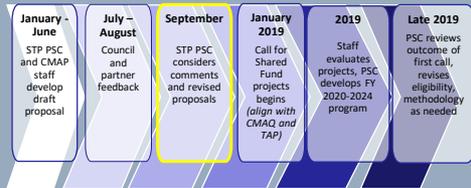
- Approximately \$40 million/year
- Meant for larger projects that councils cannot readily fund on their own
- STP Project Selection Committee responsible for programming projects
- First call for projects: **January 2019**

▪ **STP Council allotments "Local Program"**

- Funding allocated to subregional councils and CDOT based on needs/performance
- Councils develop methodology and program projects
- Call for projects: **January 2020**



Shared Fund Timeline



Shared Fund: eligible project types

- Road reconstructions
- Transit station rehab/reconstructions
- Bridge rehab/reconstructions
- Highway/rail grade crossing improvements
- Road expansions
- Bus speed improvements
- Corridor-level or small area safety improvements
- Truck route improvements



Additional eligibility requirements

- Minimum project cost: \$5 million in total project cost
- OR**
- **Multijurisdictional: joint application from at least 3 local partners**
 - At least one municipality
 - Other potential partners- Forest Preserve, Pace, IDOT, county, etc.
 - Partners must demonstrate financial or in-kind project involvement (more than just a "letter of support")
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- If selected, project should then have funding to proceed



Proposed rolling focus schedule

	First call (2019)	Second call (2021)	Third call (2023)	Fourth call (2025)
	<i>Draft: update based on outcome of first call for projects</i>			
Program years:	2020-2024	2025-2026	2027-2028	2029-2030
Focus areas:	ALL FOCUS AREAS ELIGIBLE	Grade crossing improvements	Road expansion	truck route improvements
		Road reconstruction	Bridge replacement/reconstruction	Road reconstruction
		Bus speed improvements	Corridor/small area safety improvements	Transit station improvement



Shared Fund: proposed evaluation components

Project types	Project readiness			Transportation impact			Planning factors				
	engineering/ROW completion	inclusion plans	financial commitments	current condition/need	population/job benefit	improvement	green infrastructure	freight movement	industrial growth	complete streets	transit supportive density
Highway/interstate crossing improvements							5	-	10	10	-
Truck route improvements							5	-	10	10	-
Road expansions							5	5	10	5	-
Road reconstructions							5	5	10	5	-
Bridge rehab/reconstructions	10	10	5	20	10	20	-	5	10	10	-
Corridor level of small area safety improvements							-	5	10	10	-
Transit station rehab/reconstructions							-	-	10	5	10
Bus speed/reliability improvements							-	-	10	5	10
	Maximum: 25			Maximum: 50			Maximum: 25				

Total: 100 + Council/CDOT support bonus



Evaluation component: project readiness

25 total points:

- Engineering completion and ROW acquisition (10 points)
- Financial commitments (5 points)
- Inclusion in plans (10 points)

CMAP

Evaluation component: transportation impact

50 total points:

- Existing condition/need (20 points)
- Jobs/household impact (10 points)
- Improvement (20 points)

CMAP

Evaluation component: planning factors

Project types	Planning factors				
	green infrastructure	freight movement	inclusive growth	complete streets	transit supportive density
Highway/rail grade crossing improvements	5	-	10	10	-
Truck route improvements	5	-	10	10	-
Road expansions	5	5	10	5	-
Road reconstructions	5	5	10	5	-
Bridge rehab/reconstructions	-	5	10	10	-
Corridor-level or small area safety improvements	-	5	10	10	-
Transit station rehab/reconstructions	-	-	10	5	10
Bus speed/reliability improvements	-	-	10	5	10

Maximum: 25

CMAP

Complete Streets: *(all project types)*

Municipality has **policies** supporting complete streets:

+5 points
(2.5 for road expansions, reconstructions, and transit projects)

Project has **complete streets components** or **documented an exception** to complete streets policies during phase 1 or phase 2 engineering:

+5 points
(2.5 for road expansions, reconstructions, and transit projects)

maximum 10 points
(**maximum 5** for road expansions, reconstructions, and transit projects)



Bonus: Council/CDOT support

- **Each council and CDOT gets 25 points to allocate to projects**
 - No project may receive more than 15 of any individual council/CDOT's points
 - Coordination between councils is encouraged
 - No project may receive more than 25 points total





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